पहली बार जब नोटिफिकेशन होता है, तो मैंडेट करता है ।

दूसरी बार जब उसको चेंज करना होता है, तो फिर वह पार्लियामेंट में कांस्टीट्यूशन अमेंडमेंट के भ्रू जाना पड़ता है और उसके लिए मैंने कहा कि दिक्कतें मंत्रालय द्वारा सुनी जा रही हैं । उसका जो प्रोसेस है, यदि उस जाति के लोगों ने एप्लीकेशन दिया होगा, तो निश्चित रूप से उस पर विचार होगा ।

श्री सत्य प्रकाश मालवीय : मैं एक सीमा पूछ रहा हूं, क्योंकि इस तरीके का जवाब पिछले चार साल से हमको मिल रहा है।

श्री राम विलास पासवान : असल में जो पिछले चार साल की सरकार थी, वह इस तरीके से जवाब देती थी, तो हम उसमें अभी क्या कर सकते हैं ?

Overcrowding in the suburban Railways in Metropolitan Cities

*3. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Suburban Railways in the Metropolitan cities are overcrowded causing considerable difficulties to the commuters; and

(b) if so, what steps Government propose to take to improve those Suburban railway services?

THE MINISTER OF RAILWAYS SHRI GEORGE FERNANDES): (a) Yes, Sir, there is overcrowding at peak hours.

(b) Improvement in Suburban train services is a continuous process within the availability of resources.

SHRIMATI SUDHA VIJAY JOSHI: Sir, the answer given by the hon. Minister is not an answer at all. It is very vague. The problem of overcrowding in metropolitan cities and its impact on transport system is a phenomenon which has eluded solution due to constraints of funds. A new bold and uneconventional approach is called for.

I understand that the State Government of Maharashtra has recently made certain proposals in this regard about Bombay Suburban Railway Transport. Sir, I would like to ask the hon. Minister whether the proposal of IRCON and BMRDA for converting four hectares of Railway land at Bandra for use of a commercial Complex would we approved by the Government and whether the Government would re-examine the policy of making Urban Development Ministry as the nodal Ministry for transport plans in metropolitan cities.

SHRI GEORGE FERNANDES: The Urban Development Ministry is already the nodal Ministry for deciding all transportation matters in urban cities. So far as the other question about the use of land for commercial purposes is concerned, I do not know how it is going to resolve the immediate problem of overcrowding in trains.

SHRIMATI SUDHA VIJAY JOSHI: The Minister has said in his answer that improvement in Suburban train services is a continuous process within the availability of resources. So, these are resources. If you get resources and funds, then you can improve the transport system also. Sir, now I come to my second supplementary. I would like to ask the hon. Minister whether the Government is aware that an 'Identification Mission' of the World Bank has made certain recommendations which *inter alia* sought to put a precondition that the Bombay Metro-Transport Project-II should have a committed plan for expenditure on Suburban rail projects, if so, what does the Government propose to do about it? Also, I would like to know

whether the Government is aware of the recommendations made by Mr. Thompson, Consultant to the World Bank relating to increasing the frequency of trains, both on the Central and the Western Railways. This is sought to be achieved by reducing the interval between two trains from the existing 5 minutes to 3 minutes in the Central Railway and from 3 minutes to 2 minutes in the Western Railway. This will give an additional 30 per cent capacity. Is the Government considering to adopt this proposal on a priority basis?

SHRI GEORGE FERNANDES: Sir, the World Bank has made that proposal. There are a number of problems, one of them being that we do not have proper over-bridges. We have level-crossings which delay the movement of trains in the suburban sector. And there is also the problem of the kind of rolling stock that we have. But, Sir, this proposal is under consideration, and I am sure there will be some positive development.

SHRI JAGESH DESAI: Mr. Chairman, Sir, the Railway Minister also was in Bombay. He knows the position of Bombay. Sir, if I want to go from Santa Cruz to Churchgate. I have to go to Andheri because I cannot board the train from Santa Cruz. Earlier, for a train, 1,500 passengers were going. Today, 3,000 passengers are going. And for that purpose, I suggested to the then Railway Minister and he was also kind enough to agree that instead of 9 bogies, there should be 12 bogies. And it was started. But it has not got the momentum. So, I would like to know from the hon. Minister that if he cannot increase the frequency, whether he would see that at least in all the suburban trains there should be 12 bogies so that one-third more passengers can travel. And for that purpose, Sir, more infra-structure will have to be created. And this has been suggested by a Committee of the Northern Railways, and they also suggested 12 bogies, and it has been started. Now, I would like to know from the hon. Minister whether they are going to start 12 bogies at least in the near future, and for that purpose proper allocation will be done in the Budget so that the platforms can be lengthened and the signalling can be changed so that this problem of over-crowding in the trains of Bombay will be met to some extent.

SHRI GEORGE FERNANDES: Sir, we have the experimental rail between Dadar and Virar which consists of 12 bogies. Once the supportive...

SHRI JAGESH DESAI: I know that it has been started. And I had taken the initiative. But I would like to know whether you start more such trains and whether infra-structure will be created in the near future so that all the trains can have 12 bogies.

SHRI GEORGE FERNANDES: That is precisely the point I was making. Once the supportive infra-structure is available, it should be possible to expand this service.

SHRI YASHWANT SINHA: Sir, when we think of suburban railway, we generally think of Bombay and over-crowded trains. But the Minister, I am sure, is aware that during the Asian Games of 1982, a Ring Railway was constructed around Delhi. Now, the Ring Railway according to my information, is throughly unutilised. I would like to know from the Minister whether any assessment has been made of the capacity utilisation of the Ring Railway in Delhi. And if that assessment has been made, what is the result of this assessment, and what does the Government propose to do in order to make the Ring Railway more effective in order to solve the transportation problems of Delhi?

SHRI GEORGE FERNANDES: Sir, I need notice for that question.

SHRI V. GOPALSAMY: Mr. Chairman, Sir, commuters using suburban trains in Madras city face a lot of hardships and inconvenience because the suburban trains are heavily overcrowded. Sir, due to repeated demands for many years, the Mass Rapid Transit System was finally sanctioned. But the progress of work is moving at a snail's peace because funds are not adequately sanctioned. As the work has to be expedited, more funds have to be allotted. May I know from the hon. Railway Minister whether these factors will be taken into account to solve the problem of transportation when he finalises the Railway budget?

SHRI GEORGE FERNANDES: Yes, Sir.

CHOWDHRY HARI SINGH: Sir, there is a great deal of rush at the Ghaziabad and New Delhi railway stations because a large number of people come to Delhi/New Delhi for daily official duties and go back in the evening. Thousands of workers you can see crowded at these stations and you will be surprised to know that there is no train between 8.30 a.m. and 11.30 p.m. between these two stations. This is the problem here and all the employees face a very great difficulty and there is no arrangement of trains to go Ghaziabad and to come to Delhi/New Delhi. Will the Minister kindly arrange some local trains between Ghaziabad and New Delhi Station so that the crowds may be lessened?

SHRI GEORGE FERNANDES: I will look into the matter immediately.

MR. CHAIRMAN: Very good.

श्री अश्विनी कुमार : माननीय अध्यक्ष महोदय, बंबई के प्रश्न से हम दिल्ली तक आ गए हैं, मद्रास तक आ गए हैं। ...(व्यवधान)...मैं निवेदन करना चाहूंगा कि आज तक जो भी सरकारें रही हैं, इनका रेल की दृष्टि से... (व्यवधान)...

श्री सभापति : आप सवाल पूछिए।

श्री अश्विनी कुमार : बिहार का काफी ...(व्यवधान)...यही तो मैं कह रहा हूं कि मंत्री महोदय बिहार से चुनकर आए हैं, तो मैं जानना चाहता हूं ... (व्यवधान)...

श्री सभापति : पहले भी बिहार से चुने जा चुके हैं।

श्री अश्विनी कुमार : तब तो रेल मंत्री नहीं थे, अब तो रेल मंत्री हैं। तो बक्सर से लेकर मुकामा तक पटना की जो भीड़-भाड़ है उसको कम करने के लिए कोई ऐसी व्यवस्था करने पर शीघ्र विचार करेंगे क्या ?

SHRI GEORGE FERNANDES: That would not fall within the ambit of this question.

श्री सभापति : विचार तो करेंगे आप ?

श्री जार्ज फर्नांडीज : नहीं, यह तो सबरबन ट्रैफिक के बारे में हम लोग विचार कर रहे हैं। पटना से मुकामा तक सबरबन बना दिया जाय तो मामला बहुत ही बिगड़ जाएगा।

Losses incurred by the various zonal Railways

*4. SHRI RAJNI RANJAN SAHU: Will the Minister of RAILWAYS be pleased to state:

(a) the zonal railways which are considered to be uneconomical;

(b) the details of the losses incurred by those railways annually, during the last three years; and

(c) the programmes drawn up to improve their performance and make them economically more viable?